HPK/2012/0252
18 MAY 2012

PDA GROUP

PRICE DINSDALE ASSOCIATES LTD
CHARTERED ARCHITECTS

ACCESS STATEMENT

For

PROPOSED RESIDENTIAL DEVELOPMENT

At

BROWN EDGE ROAD, BUXTON

March 2012

Proposed Residential Development

At

Brown Edge Road, Buxton

Supporting Access Statement – March 2012

Introduction

Brown Edge is a prominent north – south ridge on the northern side of the town of Buxton. The southern end of the ridge, nearest the town centre, is also the lowest end of the formation, and residential development commenced there approximately a hundred years ago.

During the first half of the twentieth century, residential development spread northwards, right along the Edge for the better part of a mile, with the quality of property reducing with increasing distance from the town.

The application site comprises a northerly extension to existing development on the east facing slope of Brown Edge. Whilst not previously designated for residential development, it may be viewed as a natural infill site, lying between the residential development of Ladycroft to the south and the existing dwellings at Low Croft to the north, and between residential development along Brown Edge Road to the west, and the rail line and disused sidings area to the east.

As a residential location, Brown Edge has always been popular due to its relative proximity to the town centre, which is why Ladycroft and Williamson Avenue were also developed on the eastern flank of the Edge, and why this presently proposed development is a logical extension/ infill in this locality.

Brown Edge is easily accessible by private car, but is also served by long-established regular and frequent public transport. Brown Edge Road is also only a short walk from the town's rail station, thanks to a direct pedestrian link from the bottom of Palace Road to Lightwood Road, making it a highly sustainable residential location.

Type of Development

The proposed development focuses on current and near future perceived private housing needs in the town of Buxton. Due to the prevailing economic climate, which is unlikely to alter radically within the next five years, consumer demand is for homes offering better than average value for money (typically offering substantial accommodation on a relatively small footprint): affordable prices, and, as ever, compatibility with the needs of the elderly and/ or infirm, or those with mobility issues.

This has determined the proposed offering of a mix of four dwelling types, with three or four bedrooms, differing floor areas, etc. It is proposed that approximately 30% of the units be offered on an affordable basis, to be administered by a local HA or other approved RSL.

Access to Development

The entry point to the development is fixed by the access already established at 72 Brown Edge Road, and off which five detached houses have recently been constructed. The present access will be widened by the reduction in width of no. 72 Brown Edge Road.

This arrangement will ensure compliance with DCC Highways Dept., specifications for an Accessway serving the appropriate number of dwellings, The access road will also incorporate dedicated footpaths for its entire length, and the provision of tactile paving and dropped kerbs at agreed crossing points.

The extended and enhanced accessway will also incorporate at its termination, a hammerhead turning area, again complying with DCC standards, and permitting full and unrestricted access for delivery, service, and emergency vehicles. DCC recommendations on maximum highway gradients will be observed insofar as the existing topography permits.

The development has the advantage of being in the form of a cul-de-sac, which not only eliminates any extraneous through traffic, but also is acknowledged as a significant crime deterrent.

Proposals

All dwellings will be provided with integral garage and off-road parking, and there will be additional parking for visitors at designated locations off the accessway as indicated on the submitted drawings.

The prevailing topography will influence the internal layout of some of the dwellings in that they will have garages and principal living areas at first floor level, and others will feature integral garages underneath the living spaces. However, all units will comply fully with the requirements of Building Regulations Part M in respect of access and viability for residents and visitors who may be semi or non-ambulant. All dwellings are approached by driveways compliant with statutory requirements for disabled access.

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